

IN THE CLAIMS:

Please amend claims 17 and 20 as shown below, in which deleted terms are indicated with strikethrough and/or added terms are indicated with underscoring. Also, please add the following new claims 21-23 as shown below.

1. (Previously Amended) An air bag in a folded state housed in an instrument panel, the air bag inflating by an inflator when a vehicle is crashed, the air bag comprising:

an opening portion into which a gas generated by the inflator flows;  
a gas flow path portion extending continuously from the opening portion; and  
an occupant restraint portion extending continuously from the gas flow path portion,  
wherein the gas flows from the opening portion to the occupant restraint portion through  
the gas flow path portion, and

wherein the gas flow path portion has at least one penetrating portion extending  
therethrough, and said at least one penetrating portion is located only in the gas flow path  
portion.

2. (Previously amended) The air bag according to claim 1, wherein the penetrating  
portion divides said gas flow path portion into two or more flow paths for flowing the gas from  
the opening portion to the occupant restraint portion through the gas flow path portion.

3. (Previously amended) An air bag in a folded state housed in an instrument panel,  
the air bag inflating by an inflator when a vehicle is crashed, the air bag comprising:

an opening portion into which a gas generated by the inflator flows;  
a gas flow path portion extending continuously from the opening portion; and  
an occupant restraint portion, wherein  
the gas flows from the opening portion to the occupant restraint portion through the gas  
flow path portion, and

at least one joint portion is located within the air bag, the joint portion dividing the gas  
flow path portion into two or more paths for flowing the gas from the opening portion to the

occupant restraint portion through the gas flow path portion, and said at least one joint portion is located only in the gas flow path portion.

4. (Cancelled).

5. (Previously amended) The air bag according to claim 3, wherein the joint portion is formed by partially sewing parts of the gas flow path portion together.

6. (Original) The air bag according to claim 1, including a plurality of said penetrating portions.

7. (Original) The air bag according to claim 1, wherein said penetrating portion reduces an opening area of said gas flow path portion.

8. (Original) The air bag according to claim 6, wherein said penetrating portions reduce an opening area of said gas flow path portion.

9. (Original) The air bag according to claim 6, wherein the penetrating portions divide said gas flow path portion into multiple flow paths for flowing the gas from the opening portion to the occupant restraint portion through the gas flow path portion.

10, 11. (Cancelled)

12. (Original) The air bag according to claim 3, including a plurality of said joint portions.

13. (Original) The air bag according to claim 3, wherein said joint portion reduces an opening area of said gas flow path portion.

14. (Original) The air bag according to claim 12, wherein said joint portions reduce an opening area of said gas flow path portion.

15. (Original) The air bag according to claim 12, wherein the joint portions divide said gas flow path portion into multiple flow paths for flowing the gas from the opening portion to the occupant restraint portion through the gas flow path portion.

16. (Previously added) The air bag according to claim 1, wherein the penetrating portion is sealed in a manner such that fluid communication between the inside of said air bag and ambient air outside the bag via the penetrating portion is substantially prevented.

17. (Currently amended) An air bag in a folded state housed in an instrumental panel, the air bag inflatable by an inflator when a vehicle is crashed, the air bag comprising:

an opening portion into which a gas generated by the inflator flows;  
a gas flow path portion attached to the opening portion; and  
an occupant restraint portion attached to the gas flow path portion,  
wherein the gas flows from the opening portion to the occupant restraint portion through the gas flow path portion, and

wherein the air bag has at least one penetrating portion extending therethrough, said penetrating portion being sealed in a manner such that fluid communication between the inside of said air bag and ambient air outside the bag via the penetrating portion is substantially prevented, and said at least one penetrating portion is located only in the gas flow path portion.

18. (Previously amended) The air bag according to claim 17, wherein the penetrating portion extends through said gas flow path portion of said air bag and restricts the volume of gas that can flow therethrough.

19. (Previously added) The air bag according to claim 3, wherein the joint portion reduces a volume of said air bag.

20. (Currently amended) The air bag according to claim 3, wherein the joint portion directly connects opposing sections upper and lower exterior surfaces of the gas flow portion of said air bag, whereby the area opening of the gas flow path portion is reduced.

21. (New) The air bag according to claim 1, wherein said gas flow path portion of said air bag is a portion which extends above an upper surface of the instrument panel to substantially cover the upper surface when the air bag is inflated.

22. (New) The air bag according to claim 3, wherein said joint portion directly joins opposing exterior surfaces of said air bag together.

23. (New) The air bag according to claim 17, wherein said gas flow path portion of said air bag is a portion which extends above an upper surface of the instrument panel to substantially cover the upper surface when the air bag is inflated.